

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 23, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Discussions on a new Capital Funding Agreement to fund WMATA capital activities from FY2017 through FY2023 have begun. Discussions will involve the level of funding participating agencies will provide to promote WMATA's State of Good Operations and the Momentum 2025 plan.

Since the Commonwealth's budget was passed without provisions restricting the use of NVT 70 percent funds, the City is preparing applications for the funds it was awarded in FY2014.

The project evaluation process required by HB599 is proceeding. Staff was provided with a preliminary set of results for the highway and Intelligent Transportation System (ITS) projects that have been evaluated for the remainder of FY2014, and for FY2015, and FY2016. Transit projects were not rated by this process. The preliminary results of the evaluation process include a basic set of scores, which may be modified in a more detailed set of scores. The results will be released in November, 2014. All of the Alexandria projects submitted were transit projects, except one ITS project, for Real-Time Adaptive Traffic Control and Management. The projects were evaluated for years 2020 and 2040 primarily considering congestion relief. Scores were assigned a low, medium, and high score for both 2020 and 2040. Alexandria's ITS project received a medium score in both 2020 and 2040. Planning projections for 2020 and 2040, congestion relief

The Commonwealth Transportation Board (CTB) adopted the FY 2015-FY 2020 Six Year Improvement Plan at its meeting on June 18th, 2014. It incorporated all of the features which had been previously discussed with the Transportation Commission. The Department of Rail and Public Transportation (DRPT) is working quickly to provide funds allocated by this plan to transit agencies throughout the Commonwealth.

The Northern Virginia Transportation Commission (NVTC) and DRPT are beginning

to make agencies aware of the so called “fiscal cliff” which will occur in 2018, if a new bonding authority is not provided to DRPT by the Legislature by 2018. If this is not resolved, State transit capital funding will be roughly cut in half.

B. POTOMAC YARD METORAIL STATION EIS

The Potomac Yard Metrorail Station Implementation Group (PYMIG) held a meeting on June 26, 2014. The meeting included an update on the status of various conversations with WMATA, Federal Transit Administration (FTA), and National Parks Service (NPS) on moving the Draft EIS forward. The FTA agreed that the B-CSX Alternative should not be fully evaluated as part of the Draft EIS and that Alternative D should also be moved to “Alternatives Considered but Not Carried Forward”. This leaves Alternative A and Alternative B as the alternatives that the public will review with the release of the Draft EIS. The meeting also included a discussion of the key issues in the Draft EIS and federal regulations other than NEPA that will need to be addressed, including wetlands, parks, cultural resources, development, and noise and vibration impacts.

Staff is working on an updated financial analysis which will be shared with PYMIG by the end of the summer. The next PYMIG meeting will be held in the fall. The project schedule includes release of the Draft EIS for public review and comment in Fall 2014, with a Locally Preferred Alternative decision by City Council in Winter 2015.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development.

For more information on the project, please visit www.alexandriava.gov/potomacyard.

C. CRYSTAL CITY/POTOMAC YARD (ROUTE 1) TRANSITWAY

Construction is almost complete on the Route 1 Transitway. The runningway and landscaping are complete, as are the station platforms and structural steel. High-visibility crosswalks were installed earlier this month. Installation of the shelter panels is underway. Service will begin on August 24 between the Braddock Road Metrorail station and Crystal City.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

For more information on the Route 1 Transitway project please see visit:
<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

D. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The City has hired a consultant (Toole Design Group) to conduct the Pedestrian and Bicycle Master Plan Update and Complete Streets Design Guidelines, and work began

on the project in May, 2014. The Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee held its first meeting on June 25, 2014 to review the role of the Committee, receive an overview of the project and Civic Engagement Plan, and to provide input on what will be important as part of the plan. The next Committee meeting will be in early October. Meanwhile, the consultant is collecting data and evaluating existing conditions, and preparing for public outreach over the Summer, including an online survey and wikimap. A public meeting is scheduled for September 30, 2014.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines Manual, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines Manual.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines Manual will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: www.alexandriava.gov/pedbikeplan

E. EISENHOWER WEST TRANSPORTATION STUDY

The City has selected RK&K to conduct the Eisenhower West Transportation Study, which is currently in the process of identifying existing conditions, and an analysis of the multimodal bridge (identified in the Landmark/Van Dorn Corridor Plan) between Eisenhower Avenue and S. Pickett Street. The multimodal bridge analysis will include an identification and analysis of specific alignment options and cross-sections. The first community meeting was held on June 16, 2014 to introduce the project. On June 30, the Steering Committee held its fourth meeting, and an overview was provided on the existing transportation conditions and there was a discussion on the multimodal bridge. The second community meeting will be held on July 28, 2014 at the Beatley Library which will focus on "visioning" for the SAP area.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed

for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in Spring 2014 and is anticipated to be complete by Spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a “No Build” alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is no longer needed, based on current planned land uses and transportation improvements.

More information is available at: www.alexandriava.gov/eisenhowerwest